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USAF review
completed.

NAVY review
completed.

ARMY review
completed.

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INFORMATION REPORT

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PREPARED AND DISSEMINATED BY

CENTRAL INTELLIGENCE AGENCY

COUNTRY

Hungary

SUBJECT

Mezokovesd Airfield Construction

DATE DISTRIBUTED

19 Mar '57

NO. OF PAGES

2

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SUPPLEMENT TO REPORT #

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[This report is the result of a joint collection effort by the Air Force, the Army, the Navy, and CIA and is disseminated in accordance with the provisions of NSCID #7.]

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ARMY review completed.

1. Mezokovesd Airfield has the code designation G-XX. All Hungarian airfields have a G number - from "gurulo palya" meaning runway.

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[redacted] Tokol Airfield was either G-XI or G-XIII. Another airfield, designated G-XVII, was planned for somewhere in the Lake Balaton area.

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2.

3. Our chief construction engineer, Gyorgy Szarkozy, received further instruction from the Soviet military in Budapest. Two airports were being built to similar specifications, one in Czechoslovakia and one in the USSR near the Hungarian border.

4. The Mezokovesd runway was to be built solely of concrete and crushed stone. Concrete was mixed at the construction site. At the beginning of construction, the runway had to be made in two layers because the rails used by the finishing machine were only 20 to 24 cm long. Later a one-layer construction was adopted when finishing machine rails 40 to 48 cm long were received from Czechoslovakia.

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5. The "stabilized earth" base [redacted] was merely earth mixed with concrete and ploughed together, then sprinkled with water. The runway, 60 to 70 meters wide in six-meter strips, was to be three thousand meters long. Because of its size and thickness, the runway obviously was meant for a special type of aircraft.

NAVY review completed.

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6. Between 1,000 and 1,500 workers were engaged in construction of the airfield. The Concrete Road Building Company found it difficult to hire people for manual labor at the site, so the Hungarian Army brought in a penal unit made up of politically unreliable members of the Hungarian Armed Forces. Standard construction machinery such as bulldozers, scrapers, concrete pouring and concrete finishing machines were used. There was a general shortage of machinery at the site. The company was short on rubber tires, so much so, that the Soviets suggested using new aircraft tires which were in storage at the Matyasfold Air Force Depot.

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7. Mesokovesd was to become a Soviet Air Force field after construction. Construction time was to take three years, with the completion date sometime in the summer of 1958.

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classified CONFIDENTIAL, are:

1. Overlay showing location of Betonut Epito Vallalat's Budapest main office and auto repair shop.
2. Overlay showing location of the company's Budapest vehicle garages.
3. Overlay showing the approximate location of the Mezokovesd Airfield.
4. Sketches showing Mezokovesd's one-layer and two-layer runway cross-sections.

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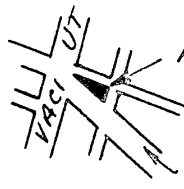
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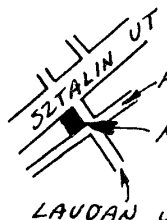


AUTO REPAIR SHOP

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SZTALIN UT

PAULAY EDE UT

MAIN OFFICE

LAUDAN U

OVERLAY OF BUDAPEST CITY PLAN 1:15,000 INDICATING
THE LOCATIONS OF THE CONCRETE ROAD BUILDING COMPANY'S
MAIN OFFICE AND AUTO REPAIR SHOP.

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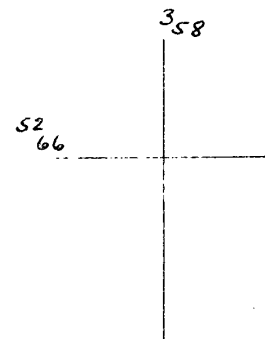
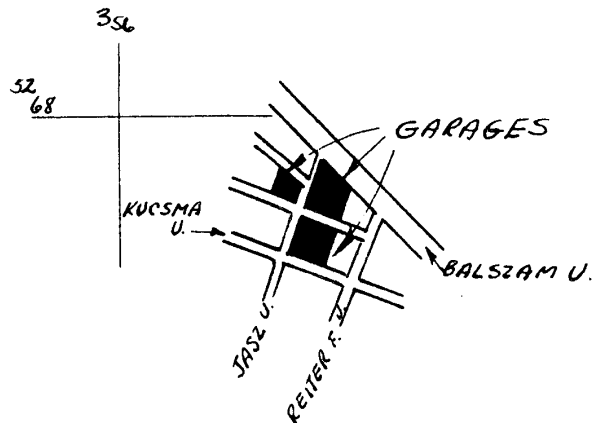
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OVERLAY OF BUDAPEST CITY PLAN, 1:15,000 INDICATING
THE LOCATION OF THE CONCRETE ROAD BUILDING COMPANY'S
VEHICLE GARAGES.

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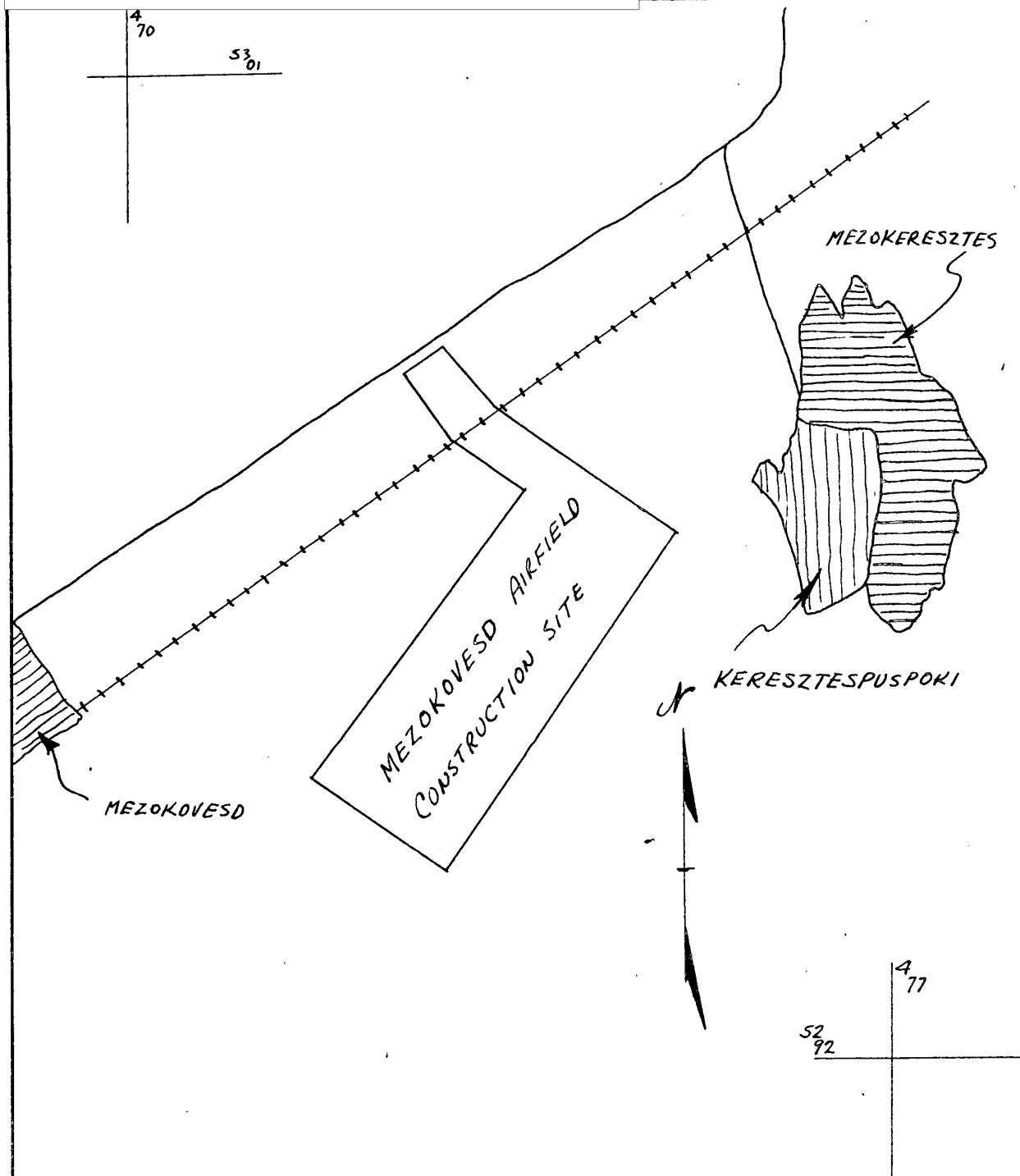
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OVERLAY OF GSGS 4728, SHEET 4865 E,
1:50,000 INDICATING THE APPROXIMATE LOCATION
OF THE MEZOKOVESD AIRFIELD CONSTRUCTION SITE.

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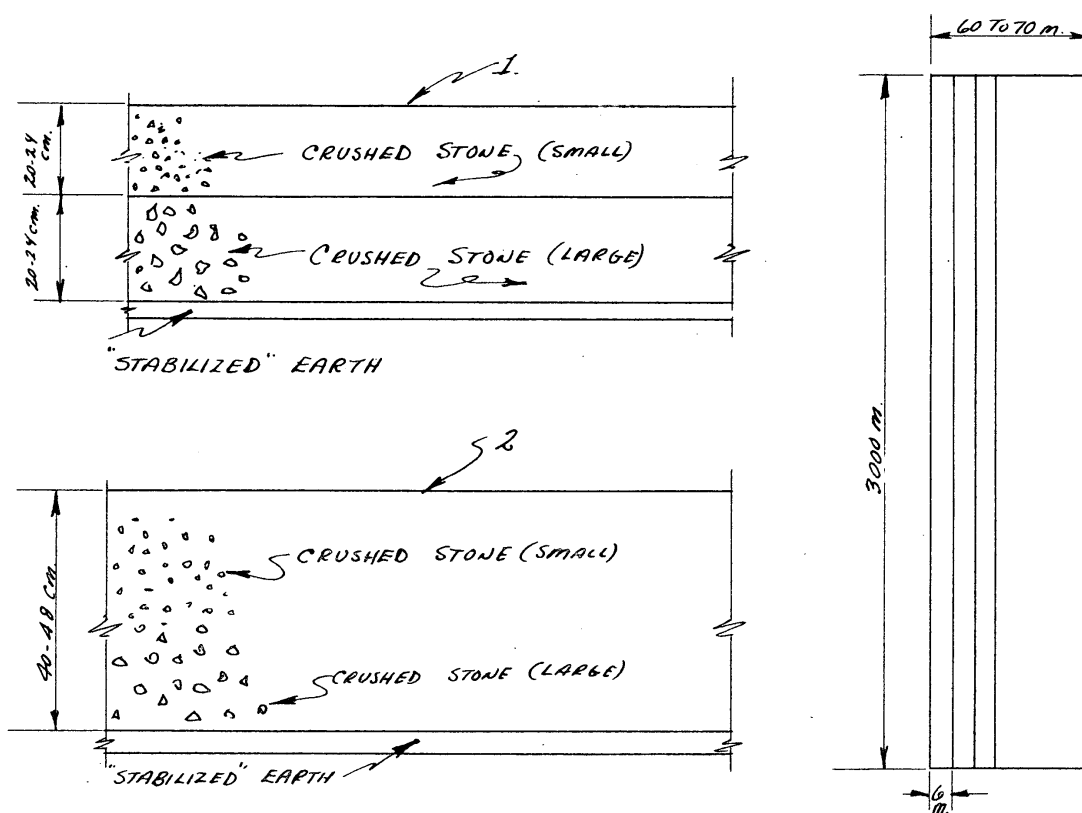
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SKETCH OF RUNWAY CROSS SECTIONS
AT MEZOKOVESD AIRFIELD.

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